

projects to improve the safety, security, capacity, and efficiency of the U.S. aviation system.

FAA research and development activities help to provide the advancements and innovations that are needed to keep the U.S. aviation system the best in the world. Our nation's ability to have a strong aviation-related research and development program directly impacts our success in the global market and our standard of living.

This legislation authorizes the funding needed for ongoing or planned FAA RE&D projects that will provide important benefits for the U.S. aviation system and its users. The FAA RE&D program will fund projects to determine how limited airport and airspace capacity can meet ever increasing demands, how aviation security can be improved, and how flight safety concerns can be addressed.

As my colleagues know, I have been particularly concerned about ensuring that the FAA has an adequate level of funding for security research and development. The threat of terrorism against the United States has increased and aviation is, and will remain, an attractive terrorist target. That is why this legislation provides \$54 million for security technology research and development. This figure represents almost one-fourth of the total authorized funding level, and is \$10 million above the appropriations level.

Mr. President, Senator HOLLINGS, Aviation Subcommittee Chairman Senator GORTON, Senator FORD, and I have worked hard with the FAA and our colleagues in the House to craft legislation that can provide the FAA with the funding it needs for critical research and development projects, while also being mindful of our tight federal budget. I urge my colleagues to approve this legislation by unanimous consent.

Mr. HOLLINGS. Mr. President, when TWA flight 800 exploded over the coast of Long Island on July 17, 1997, 230 people perished. They left behind people who loved and cared about them. They left a void in many people's lives. When a USAirways jet crashed in Charlotte in July 1994, 37 people died, including many from my State. The pain and suffering those families suffered is heart-breaking.

H.R. 1271, the FAA Research, Engineering, and Development Authorization Act of 1997, authorizes more than 4450 million to conduct basic aviation safety research, with one primary goal—to reduce the likelihood that another family will lose a loved one in an aviation accident.

When we talk about safety, it all begins with two factors—leadership and research. The U.S. today is the world's leader in aviation safety. However, that is not enough. We must maintain that leadership and continue to pursue the best means to avoid aviation disasters.

Over the last several years, we have stressed the need to improve security.

New machines continue to be tested and improved. This bill furthers that process. We also must remain vigilant about other areas to improve safety, like controlled flight into terrain and human factors. All too often an accident is a function of a human error. The error can be the result of technology design or human judgment. Research remains the key to making adjustments so that our families do not have to experience what the families of TWA flight 800 or the USAirways Charlotte flight had to endure.

The bill also recognizes that we must work with our colleges and technical schools to develop programs to meet challenges of the future. Our Nation's aircraft maintenance program will be changing. Our air traffic control workforce and maintenance workforce will be changing with the new equipment scheduled to be installed over the next 5 years. We must remain ahead of the technological curve—working with the schools will facilitate our preparation for change. The administration knows this and has worked with me to address that issue.

We worked hard with the administration on this bill, and it is my understanding that they support the bill. In the area of security, for example, the fiscal year 1998 Transportation Appropriations Act provided \$44.225 million. The authorization in H.R. 1271 is more than \$11 million more, an amount which will give the FAA flexibility to move funds from one account to another, should it be necessary.

I understand that the FAA may request additional funding for fiscal year 1999 to further its modernization efforts. In addition, more funding for security may be requested, and we will need to consider those requests, if made.

I urge my colleagues to support the bill.

Mr. LOTT. Mr. President, I ask unanimous consent that the technical amendment be agreed to.

The PRESIDING OFFICER. Without objection, it is so ordered.

The amendment (No. 1638) was agreed to.

Mr. LOTT. Mr. President, I ask unanimous consent that the committee substitute, as amended, be agreed to.

The PRESIDING OFFICER. Without objection, it is so ordered.

The committee amendment in the nature of a substitute, as amended, was agreed to.

Mr. LOTT. Mr. President, I ask unanimous consent that the bill, as amended, be read a third time and passed, the title amendment be agreed to, the motion to reconsider be laid upon the table, and that any statements relating to the bill be placed at the appropriate place in the record.

The PRESIDING OFFICER. Without objection, it is so ordered.

The bill (H.R. 1271), as amended, was read a third time and passed.

The title was amended so as to read:

A Bill to authorize the Federal Aviation Administration's research, engineering, and

development programs for fiscal years 1998 and 1999, and for other purposes.

JOHN N. GRIESEMER POST OFFICE BUILDING

Mr. LOTT. Mr. President, I ask unanimous consent that the Governmental Affairs Committee be discharged from further consideration of H.R. 1254, and further that the Senate proceed to its immediate consideration.

The PRESIDING OFFICER. Without objection, it is so ordered. The clerk will report.

The legislative clerk read as follows:

A bill (H.R. 1254) to designate the United States Post Office building located at 1919 West Bennett Street in Springfield, Missouri, as the "John N. Griesemer Post Office Building."

The PRESIDING OFFICER. Is there objection to the immediate consideration of the bill?

There being no objection, the Senate proceeded to consider the bill.

Mr. LOTT. Mr. President, I ask unanimous consent that the bill be read a third time and passed, the motion to reconsider be laid upon the table, and that any statements relating to the bill appear at the appropriate place in the RECORD.

The PRESIDING OFFICER. Without objection, it is so ordered.

The bill (H.R. 1254) was read a third time and passed.

ACQUISITION OF CERTAIN REAL PROPERTY FOR THE LIBRARY OF CONGRESS

Mr. LOTT. I ask unanimous consent that the Senate proceed to the immediate consideration of H.R. 2979, which is at the desk.

The PRESIDING OFFICER. Without objection, it is so ordered.

The clerk will read the report.

The legislative clerk read as follows:

A bill (H.R. 2979) to authorize acquisition of certain real property for the Library of Congress, and for other purposes.

The PRESIDING OFFICER. Is there objection to the immediate consideration of the bill?

There being no objection, the Senate proceeded to consider the bill.

Mr. FORD. Mr. President, the legislation before us would authorize the Architect of the Capitol to accept a gift of approximately 41 acres of property and buildings in Culpeper, Virginia for use by the Library of Congress as a national audiovisual conservation center. The purchase price of this facility is \$5.5 million. The private foundation which has offered to purchase this property and donate it for the Library's use has also agreed to provide the Library with an additional \$4.5 million for the renovation of this property, making a total gift of \$10 million. The renovations to the property will be made by the Architect of the Capitol, as approved by the appropriate oversight and appropriations committees.

The Library's film collection is currently stored in several Library or government-leased sites. With this gift,